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NEW LOCOMOTIVES FOR USSR RAILROADS

BUILD SHUNTING LOCOMOTIVE -- Moscow, Gudok, 23 Jan 52

In 1951, the Murom Locomotive Plant imeni Dzerzhinskiy was directed by the Ministry of Transport Machine Building to start production of diesel-electric shunting locomotives for electrified railroads and plant approaches. By the end of 1951, the plant built its first diesel-electric shunting locomotive, which withstood tests over the electrified lines. The plant is now producing these locomotives and they are being used successfully at many new construction sites, on electrified lines, and on various plant railroads.

SERIES-PRODUCE MORE POWERFUL MODEL -- Yerevan, Kommunist, 26 Mar 52

The Khar'kov Transport Machine Building Plant is building the TE-2 diesel locomotive on a series production basis. Twice as powerful as its predecessor, the TE-1, the new locomotive has two engines. It uses far less fuel than the TE-1, and can make a run of 1,000 kilometers at a strain weight of 1,600 tons without stopping. The locomotive can operate at high speeds and can pull both freight and passenger trains.

NEW MODEL L SERIES LOCOMOTIVE -- Moscow, Gudok, 18 Apr 52

The Voroshilovgrad Locomotive Building Plant has produced a 2-10-2 locomotive, which is a modification of the Series L locomotive. It has certain operating advantages over the older models of this series. A special arrangement transfers some of its load from the runner and rear axle to the drivers, increasing the tractive force and easing starting. The new model has roller bearings and a water heater built by the Bryansk Locomotive Plant. It was assigned to the Moscow marshalling station of the Moscow - Ryazan' Railway System and will pull freight trains over the Moscow - Ryazhsk section.

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LOCOMOTIVES WITH NEW WHEEL ARRANGEMENT -- Moscow, Gudok, 2 Aug 52

Prior to World War II, electric locomotives were operating over about 1,900 kilometers of USSR railroads.

During the prewar Five-Year Plans, Soviet industry produced about 12,000 locomotives of various types and more than 500,000 freight cars (in terms of two-axle cars). Two new series of steam freight locomotives, the SO, with a tractive force of 20,700 kilograms and the FD with a tractive force of 23,300 kilograms, were designed and produced. Tests are now being made on two new steam locomotives, one with a 2-10-4, the other with a 4-8-4 wheel arrangement.

GASOLINE LOCOMOTIVE FOR GES -- Moscow, Vechernyaya Moskva, 2 Sep 52

The Kaluga Machine Building Plant has designed and built a new gasoline locomotive for the Kuybyshev GES builders. It can pull six or seven loaded four-axle cars and will also be used in switching and hauling at yards and stations.

MACHINE LOCOMOTIVE PARTS AT HIGH SPEEDS -- Moscow, Gudok, 16 Aug 52

The Poltava Locomotive Repair Plant imeni Zhdanov has exceeded its repair plan, improved its quality of production, and fulfilled its 7-month plan for gross production.

Rods are spliced and then electrically welded at the plant. Journal braces, suspensions, and other parts are also electrically welded. Tools are heat-treated by high frequency current, and injectors are now cast in permanent molds. One hundred seventy-five Stakhanovites have mastered high-speed cutting and now machine more than 300 locomotive parts at speeds of from 100 to 500 meters a minute.

ANNOUNCE RESULTS OF PLANT OPERATIONS -- Moscow, Gudok, 10 Apr 52

The Main Administration of Locomotive Repair Plants announced that the Khar'kov, Voronezh, Shevchenko, Ufa, Michurinsk, Gayvoron, and Tbilisi plants fulfilled their repair plans for the first quarter of 1952, while the Rostov, Liyepaya, Daugapils, and Molotov plants failed to do so.

Moscow, Gudok, 9 Jul 52

The Main Administration of Locomotive Repair Plants announced that the Proletarsk, Poltava, and Shevchenko plants exceeded their 6-month plans, while the Michurinsk, Khar'kov, Ulan-Ude, Izyum, Velikiye Lyuki, Ufa, Alatyr', and Gayvoron plants simply fulfilled them. The Konotop, Yaroslavl', Zaporozh'ye, Molotov, Chkalov, Tbilisi, Krasnoyarsk, Stanislav, Liyepaya, Tallin, Daugavpils, and Kaliningrad plants, on the other hand, failed to fulfill their plans during the 6-month period.

The Main Administration of Railroad Transport Machine Building Plants announced that the Armavir Railroad Transport Machine Building Plant, the Zaporozh'ye Machinery Plant, and the Kaluga Foundry and Machinery Plant had fulfilled their 1952 6-month plan, but that the Novosibirsk Railroad Switch Plant, the Darnitsa Spare Parts Plant, and the Lyublino Foundry and Machinery Plant imeni Kaganovich failed to do so.

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